

AMENDMENT(S) TO THE SPECIFICATION

Please insert the following paragraph beginning at page 1, line 2:

CROSS REFERENCE TO RELATED APPLICATION

The present application is a 35 U.S.C. §§ 371 national phase conversion of PCT/SE2003/001810 filed 24 November 2003, which claims priority of Swedish Application No. 0203476-7 filed 26 November 2002. The PCT International Application was published in the English language.

Please replace the paragraph beginning at page 6, line 17, with the following rewritten paragraph:

Fig. 1 shows an actual fuel quantity injected into a cylinder of an internal combustion engine in a vehicle as a function of the demanded fuel quantity for that cylinder. The figure could for a diesel engine as well show an actual engine torque contribution from the cylinder as a function of a demanded torque contribution, since injected fuel quantity is closely related to the engine torque. It is to be understood that the term ‘fuel quantity’ in the rest of the specification, including the claims, could be replaced by ‘engine torque’ when applied to a diesel engine, since the spirit of the invention is the same regardless of whether ‘fuel quantity’ or engine torque’ is referred to regarding diesel engines. Line L1 shows the ideal, linear correspondence between the demanded fuel quantity and the actual fuel quantity. Line L2 is an example of a real correspondence between the demanded fuel quantity and the actual fuel quantity at relatively low fuel quantities. Due to hydraulic instability, an increased demand of fuel within a fuel quantity range A gives a decreased actual quantity of fuel. Thus it is undesirable to let the cylinders of the engine work in this range for reasons mentioned above.

Please replace the paragraph beginning at page 7, line 19, with the following rewritten paragraph:

Fig. 4 schematically shows the ECU 3, which comprises a microcontroller 10, which in this embodiment embodiment comprises a CPU (Central Processing Unit) and RAM (Random Access

Memory) and at least one non-volatile memory 13, such as a ROM (Read-only Memory), an EPROM (Erasable Programmable Read Only memory) and a Flash memory. An engine control computer program 14 is stored in the non-volatile memory and causes the ECU 3 to inter alia control the fuel injection to the engine 1. Other software may as well be stored in the non-volatile memory 13, e.g., a cruise control computer program 15 and a vehicle speed limiting computer program 16. The microcontroller 10 is connected to a CAN (Controller Area Network) interface 17 via a first databus 18a for communication with other ECUs, such as ECUs for an automatic gearbox system 19 (see Fig. 2), brake system and adaptive cruise control system, via a vehicle internal CAN 20 (see Fig. 2). The microcontroller 10 is also connected to input signal circuitry 21 via a second data bus 18b for receiving signal from different ECU internal and external sensors (not shown) connected directly to the ECU 3 and output signal circuitry 22 via a third data bus 18c for operating and sending signals to the actuators 9a-9d as well as other actuators and relays. Furthermore, several types of data storing means/computer program products 23 may be connected to the microcontroller 10 through a fourth data bus 18d. Such a storing means 23 may be an EEPROM (Electrically Erasable Programmable Read Only Memory), a second ROM or a hard disk.